

Examiner's Gp

AN 127:164893 HCA  
 TI High strength nonrefined **steel** with low ductility  
 IN Uno, Mitsuo; Sakamoto, Masaki  
 PA Sumitomo Metal Industries, Ltd., Japan  
 SO Jpn. Kokai Tokkyo Koho, 7 pp.  
 CODEN: JKXXAF  
 DT Patent  
 LA Japanese  
 FAN.CNT 1

	PATENT NO.	KIND	DATE	APPLICATION NO.	DATE
PI	JP 09176786	A2	19970708	JP 1995-338650	19951226
AB	<p>The title <b>steel</b> contains <b>C</b> 0.20-1.20, Si .ltoreq.1.50, <b>Mn</b> 0.30-2.00, P .ltoreq.0.15, S .ltoreq.0.10, Cu .ltoreq.0.20, Ni .ltoreq.0.50, Cr 0.02-2.00, Mo .ltoreq.0.50, V .ltoreq.0.50, Nb .ltoreq.0.17, Ti .ltoreq.0.20, B .ltoreq.0.0100, Al .ltoreq.0.100, N .ltoreq.0.030, Pb .ltoreq.0.30, As .ltoreq.0.100, Sb .ltoreq.0.05, and Sn .ltoreq.0.05 wt.% satisfying <math>fn1 \geq 0.03</math> and <math>fn2 \geq 0</math> [<math>fn1 = As + Sb + Sn</math>, <math>fn2 = C + Si/10 + Mn/5 + 5Cr/22 + 1.65V - 5S/7 - 0.8</math> (the element symbols represent wt.%)]. Automobile engine connecting rod and cap can be prepd. from the <b>steel</b> by integral forging and sepg. at room temp.</p>				

0.2-1.2 C

$\leq 1.5 S_i$

0.3-2 Mn

$\leq 0.15 P$

$\leq 0.1 S$

$\leq 0.2 Cu$

$\leq 0.5 Ni$

0.02-2 Cr

Fe